

BookletChart™

Harbors of Plymouth, Kingston and Duxbury

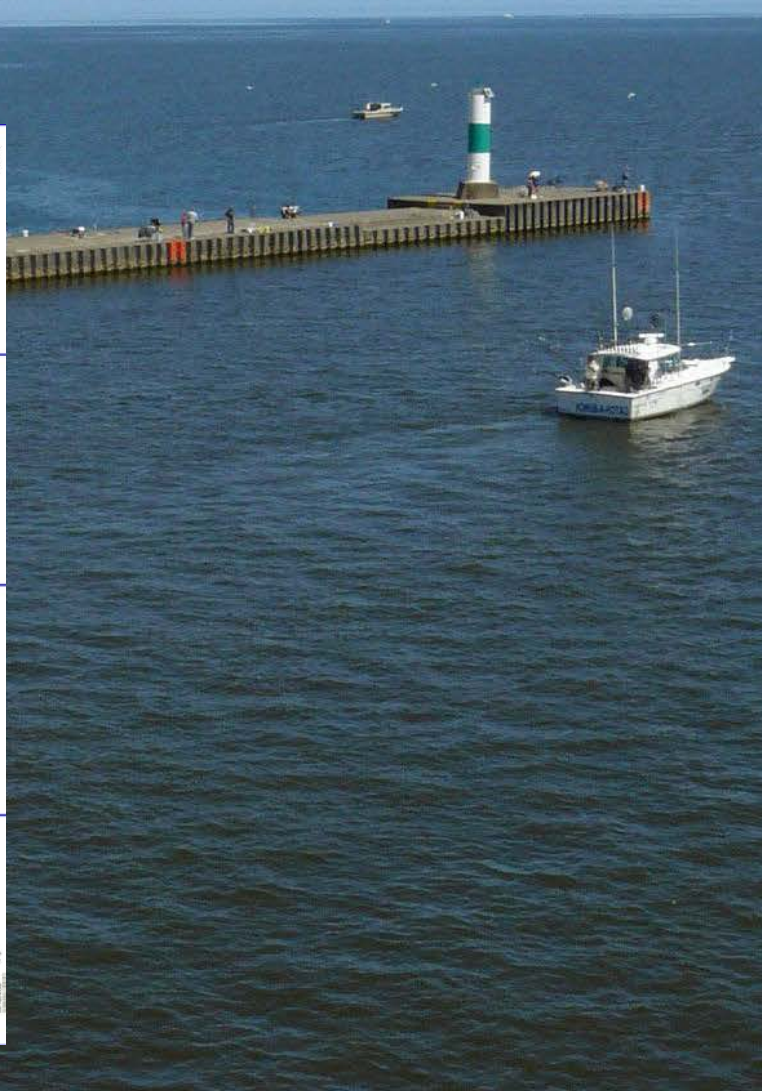
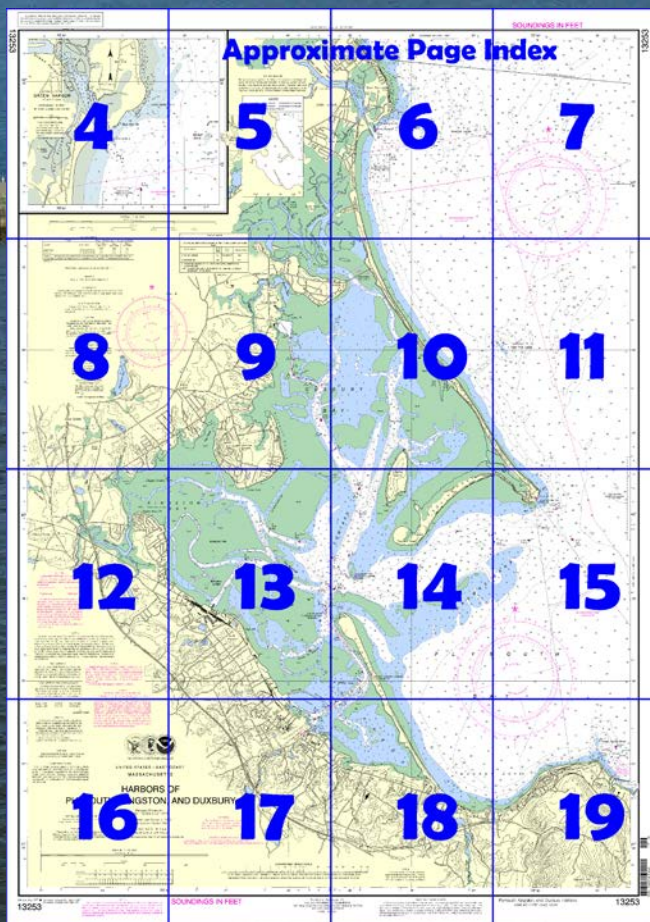
NOAA Chart 13253

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13253>.



(Selected Excerpts from Coast Pilot)

For about 1 mile south of Brant Rock to the entrance of Green Harbor River, foul ground extends offshore for nearly 1.5 miles to **Farnham Rock**, which is covered 14 feet. A lighted bell buoy is just eastward of the rock.

Green Harbor River has its entrance west of **Blackmans Point** at the southern end of **Green Harbor Point**. **Bartlett Rock**, which uncovers 2 feet, and **Howland Ledge**, covered 7 feet and marked by a

buoy, are 0.6 and 1.2 miles eastward of the entrance, respectively. An obstruction reported to be covered 6 feet is about 275 yards south-southeast of Bartlett Rock. In 1987, an obstruction was reported 200

yards south of Bartlett Rock in about 42°04'34.2"N., 70°37'49.0"W. Jetties are on each side of the entrance; the east jetty is marked by a light. A channel, marked by a buoy at the entrance and a buoy inside, leads to a turning basin about 0.6 mile above the seaward ends of the jetties. An anchorage basin is on the east side of the channel off the town wharf.

In 2010, the controlling depth was 6.5 feet (8 feet at midchannel) to just inside the east jetty, thence 5.8 feet to the turning basin at the head of the project except for shoaling to bare around Blackman's Point; 6 feet can be carried in the left outside quarter around the shoal. Depths of 5 to 6 feet were available in the anchorage basin and turning basin.

The town wharf and a marina are on the east bank 0.4 mile above the jetties. The facilities have approach and alongside depths of 6 ft. Berths, electricity, gasoline, diesel fuel, water, ice, sewage pumpout, launching ramps, a 12.5-ton lift, storage, and hull and engine repairs are available.

Green Harbor is a small village on the west side of the river. Four prominent radio towers are just southwest of the village and 5 miles northward of the entrance to Plymouth Bay. A marina and the Green Harbor Yacht Club are on the west bank near the head of the harbor close southward of the causeway. Berthage, electricity, gasoline, water, marine supplies, and a small-craft launching ramp are available at the marina. The service float has 6 feet reported alongside. A 15-ton mobile hoist can haul out vessels for hull, engine, electrical, and electronic repairs, and for open winter storage.

High Pine Ledge, awash at low water and marked on its easterly side by a buoy, is about 0.8 mile off **Duxbury Beach** and 2 miles northward of Plymouth Light. The ledge extends from the buoy nearly to the shore; vessels should not attempt to pass westward of the buoy.

Plymouth Bay is about 20 miles southeastward of Minots Ledge Light. From its entrance, between Gurnet Point and Rocky Point, it extends 2.5 miles westward to **Plymouth Beach**. **Warren Cove**, the southern part of Plymouth Bay, is sometimes used as a temporary anchorage.

Plymouth Harbor is about 1 mile wide at its northern end, gradually narrowing to its southern end. Most of the harbor is dry at low water. The channels in Plymouth Harbor and tributaries usually have soft bottoms. The channel through the entrance is well marked and easily followed in clear weather.

Plymouth is a town on the southwestern side of Plymouth Harbor. At the town wharf, fishing craft unload fish, scallops, and lobsters for shipment to New York and southern markets.

Duxbury Bay is between Duxbury Beach on the east, Saquish Neck on the southeast, and the mainland on the west. It is about 3 miles long, with an average width of 2 miles. The bay is full of flats, mostly bare at low water, through which are several narrow and crooked channels. Shoals covered in spots by little water rise abruptly on both sides of these channels, and at low water the shoal edges are usually revealed by discolored water.

Duxbury, a town on the west shore of the bay, is a summer yachting and residential resort.

Kingston Bay, between the mainland and the western point of Duxbury Bay, is about 1.5 miles wide, and has numerous flats. Caution and local knowledge are advised. The village of **Kingston** is nearly 1 mile back from its western shore on **Jones River**. This bay is of little importance either as a harbor or port.

Dangers.—Outer Tautog Rock, with 2 feet over it, is part of an unmarked shoal extending about 0.5 mile northward of Rocky Point.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies


RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS

Heights in feet above Mean High Water.

NOTE B

Numerous uncharted private aids have been established in Kingston and Duxbury Bays to mark best water and are frequently shifted in position with changing conditions.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Hyannis, MA	KEC-73	162.550 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

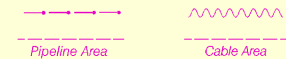
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection
Scale 1:20,000 at Lat. 42°01'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.372" northward and 1.875" eastward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

COLREGS, 80.135 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet
Plymouth	(41°58'N/70°40'W)	10.5	10.1
		feet	feet

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (May 2010)

DUXBURY HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2010

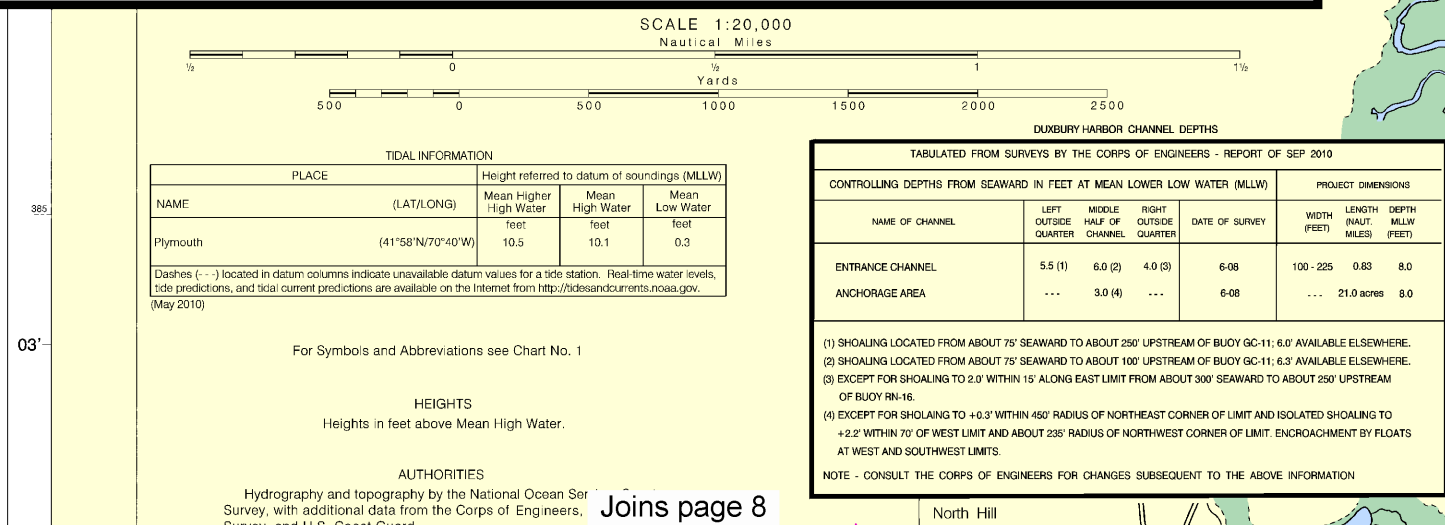
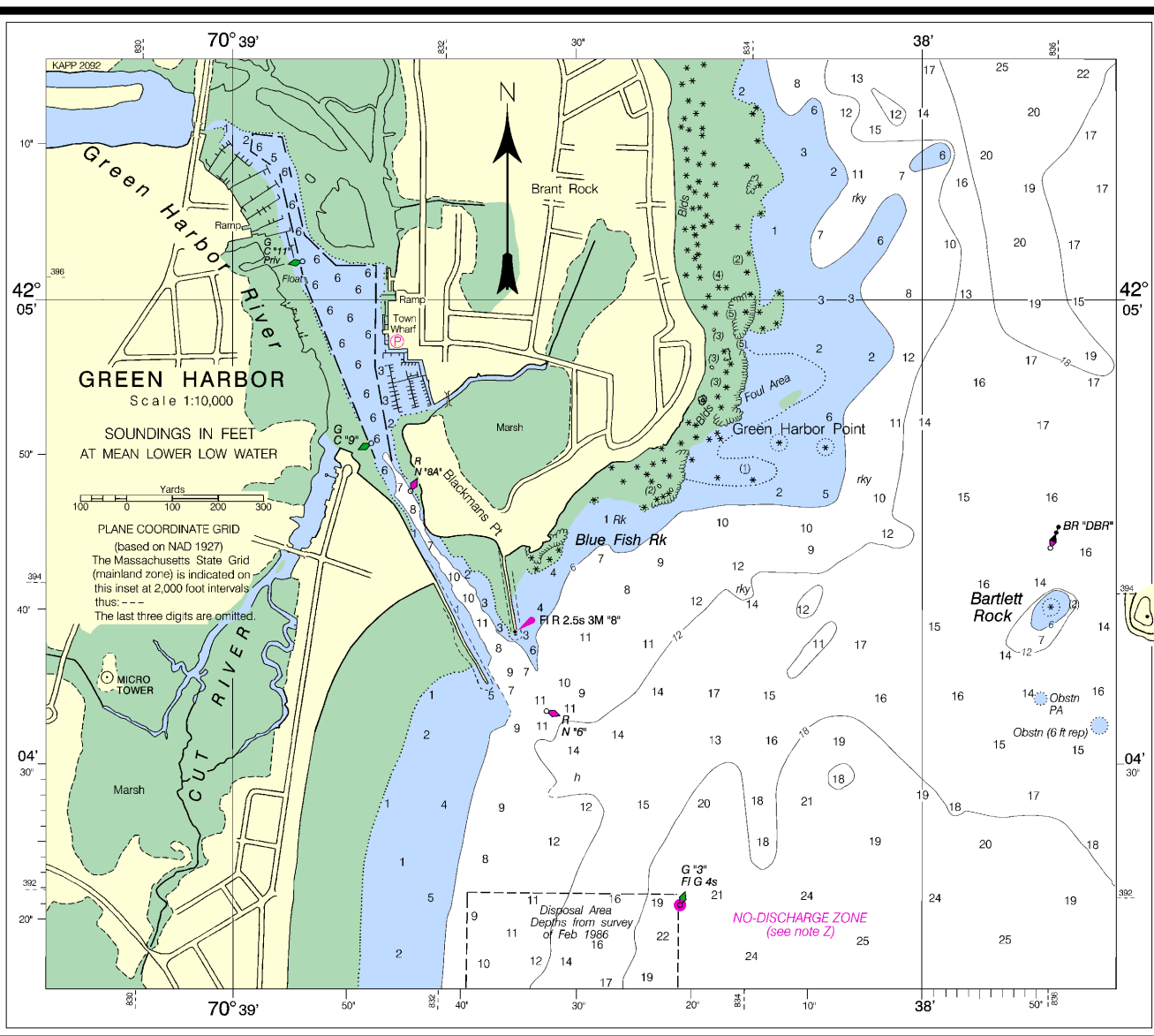
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
ENTRANCE CHANNEL	5.5 (1)	6.0 (2)	4.0 (3)	6-08	100 - 225	0.83	8.0
ANCHORAGE AREA	---	3.0 (4)	---	6-08	---	21.0 acres	8.0

(1) SHOALING LOCATED FROM ABOUT 75' SEAWARD TO ABOUT 250' UPSTREAM OF BUOY GC-11; 6.0' AVAILABLE ELSEWHERE.
(2) SHOALING LOCATED FROM ABOUT 75' SEAWARD TO ABOUT 100' UPSTREAM OF BUOY GC-11; 6.3' AVAILABLE ELSEWHERE.
(3) EXCEPT FOR SHOALING TO 2.0' WITHIN 15' ALONG EAST LIMIT FROM ABOUT 300' SEAWARD TO ABOUT 250' UPSTREAM OF BUOY RN-16.
(4) EXCEPT FOR SHOALING TO +0.3' WITHIN 450' RADIUS OF NORTHEAST CORNER OF LIMIT AND ISOLATED SHOALING TO +2.2' WITHIN 70' OF WEST LIMIT AND ABOUT 235' RADIUS OF NORTH-WEST CORNER OF LIMIT. ENCROACHMENT BY FLOATS AT WEST AND SOUTHWEST LIMITS.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

North Hill

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

13253



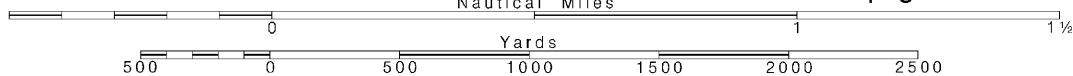
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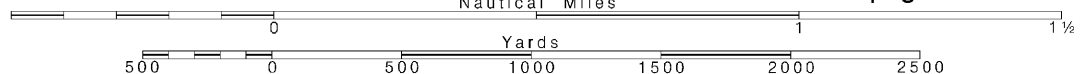
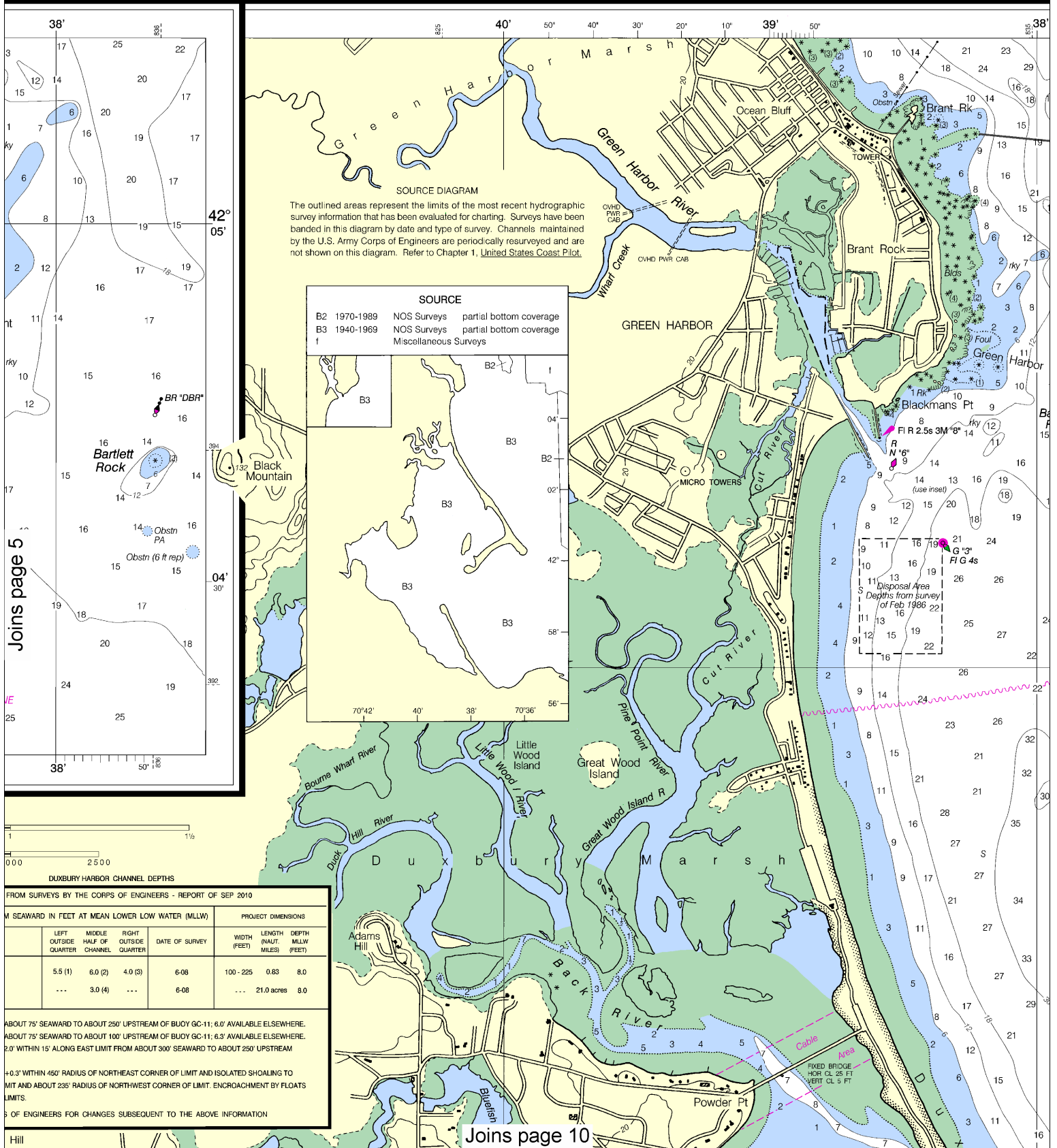
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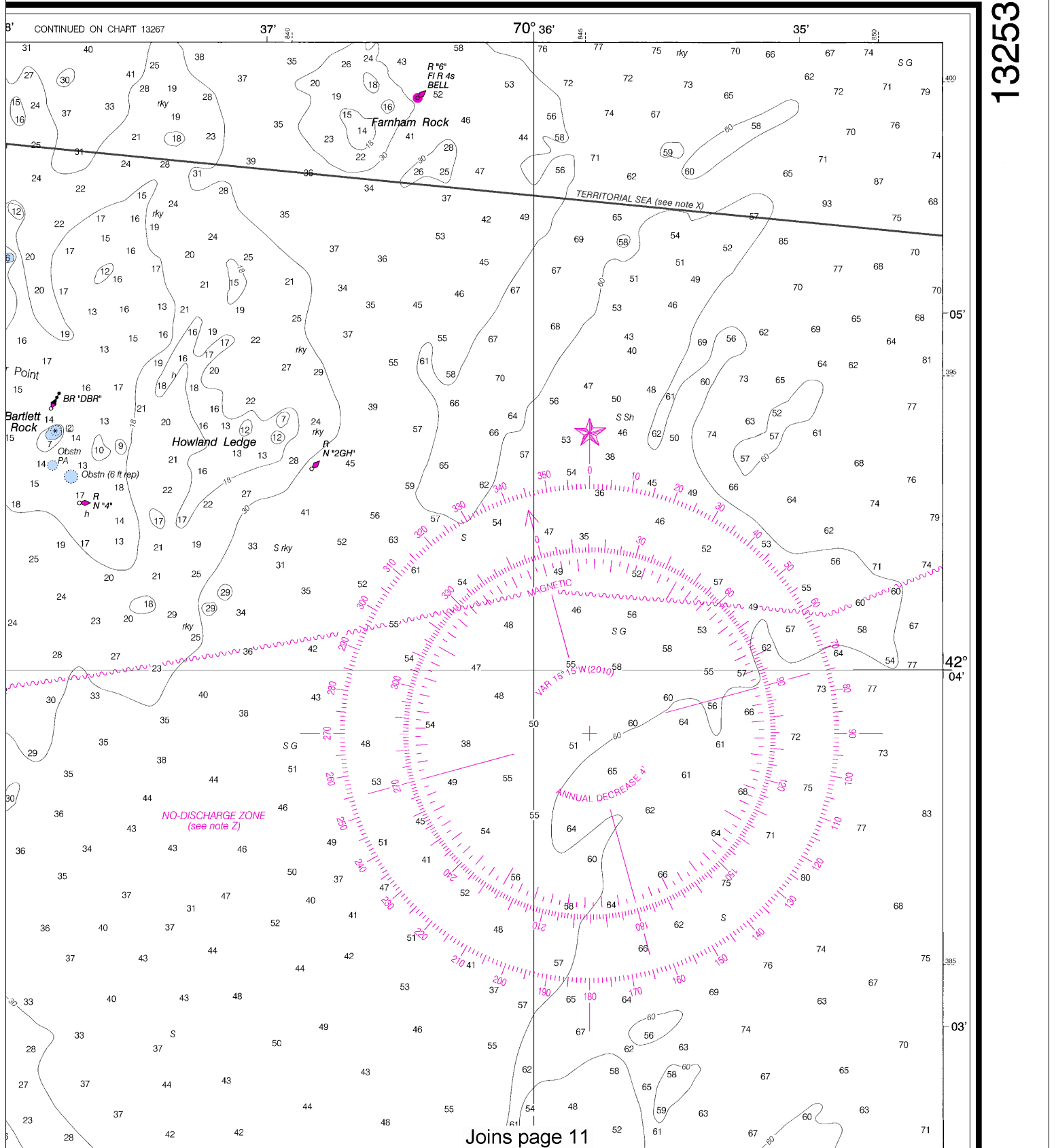
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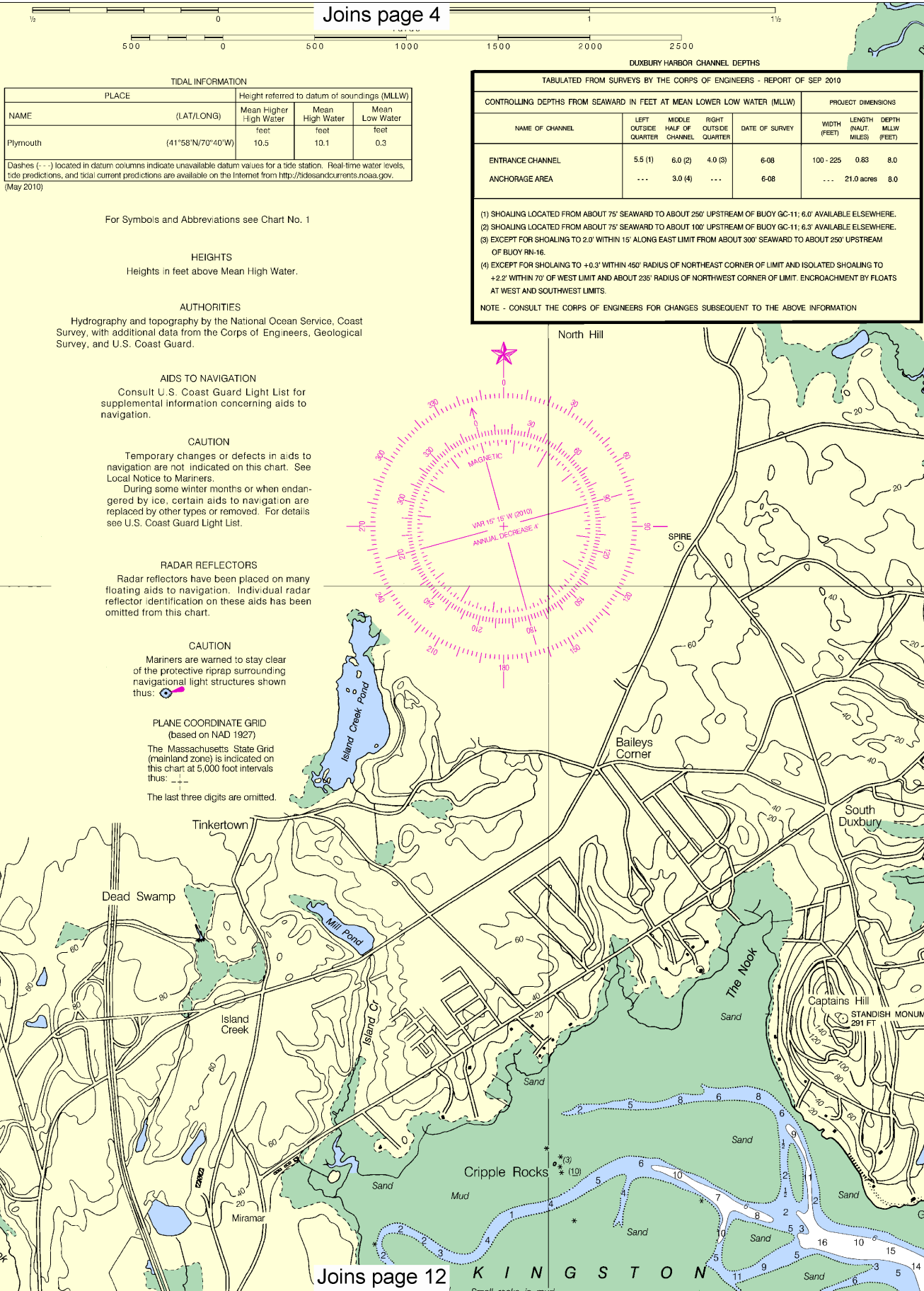
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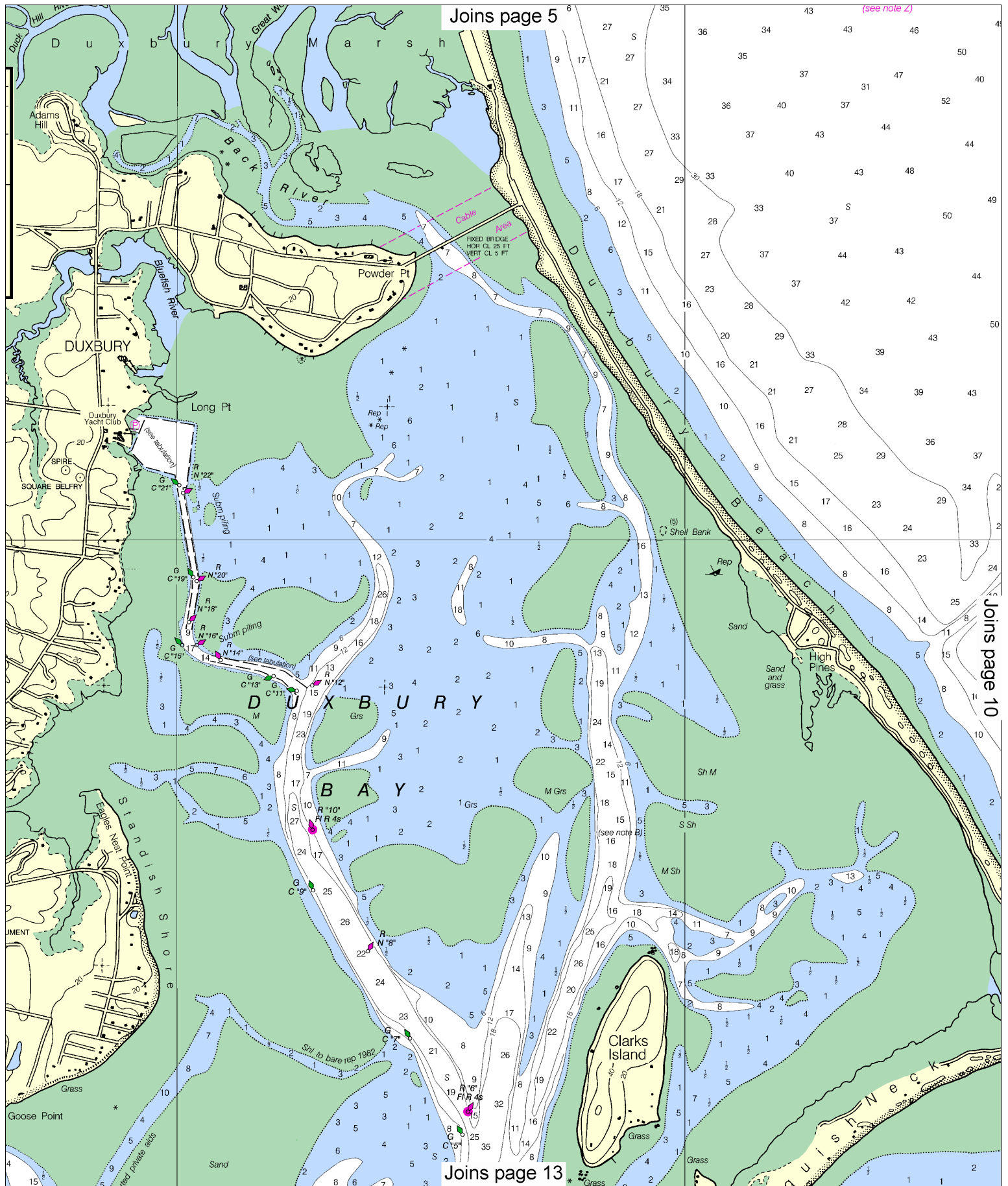


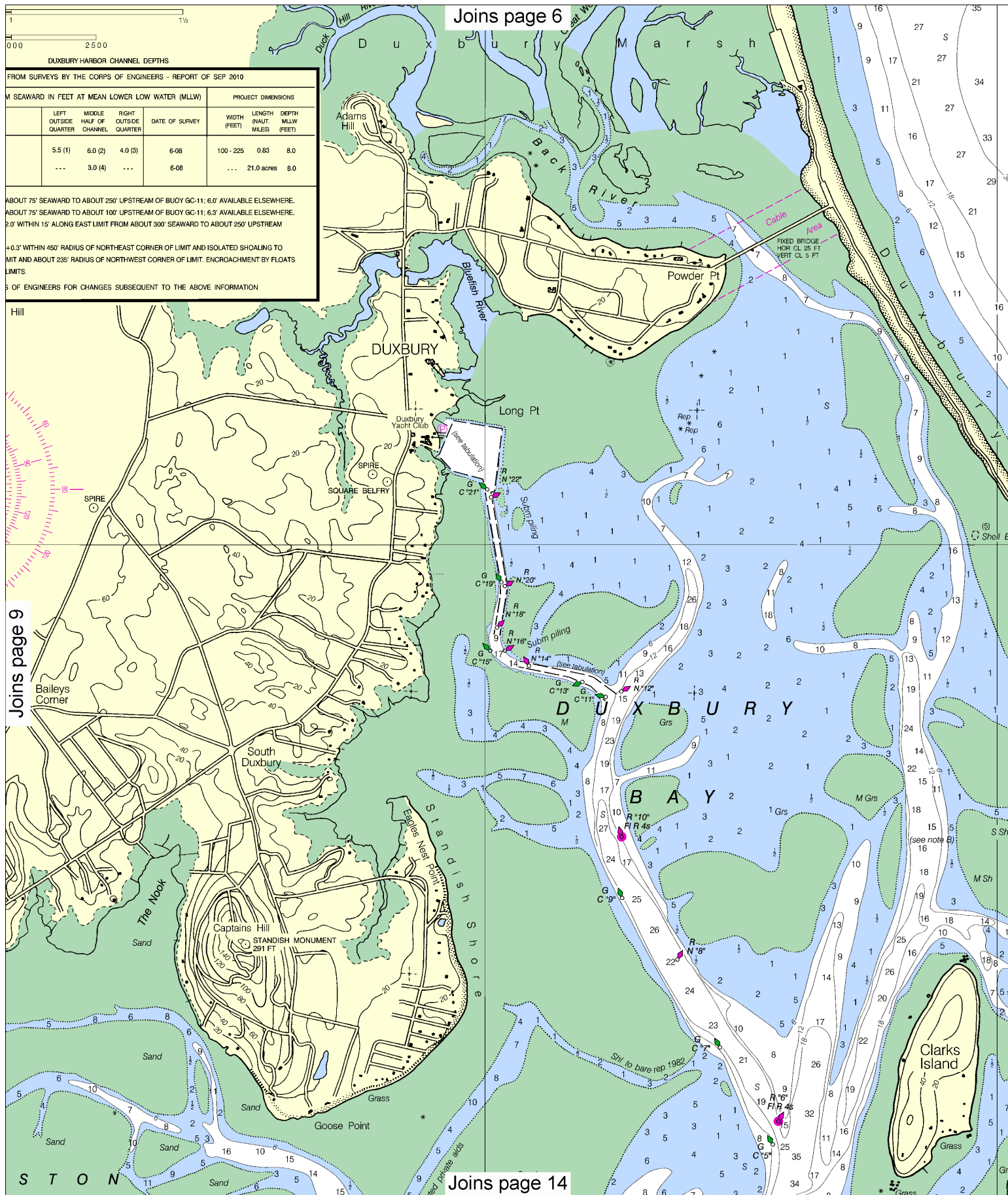


SOUNDINGS IN FEET









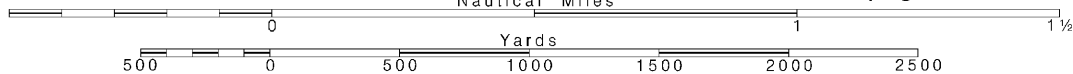
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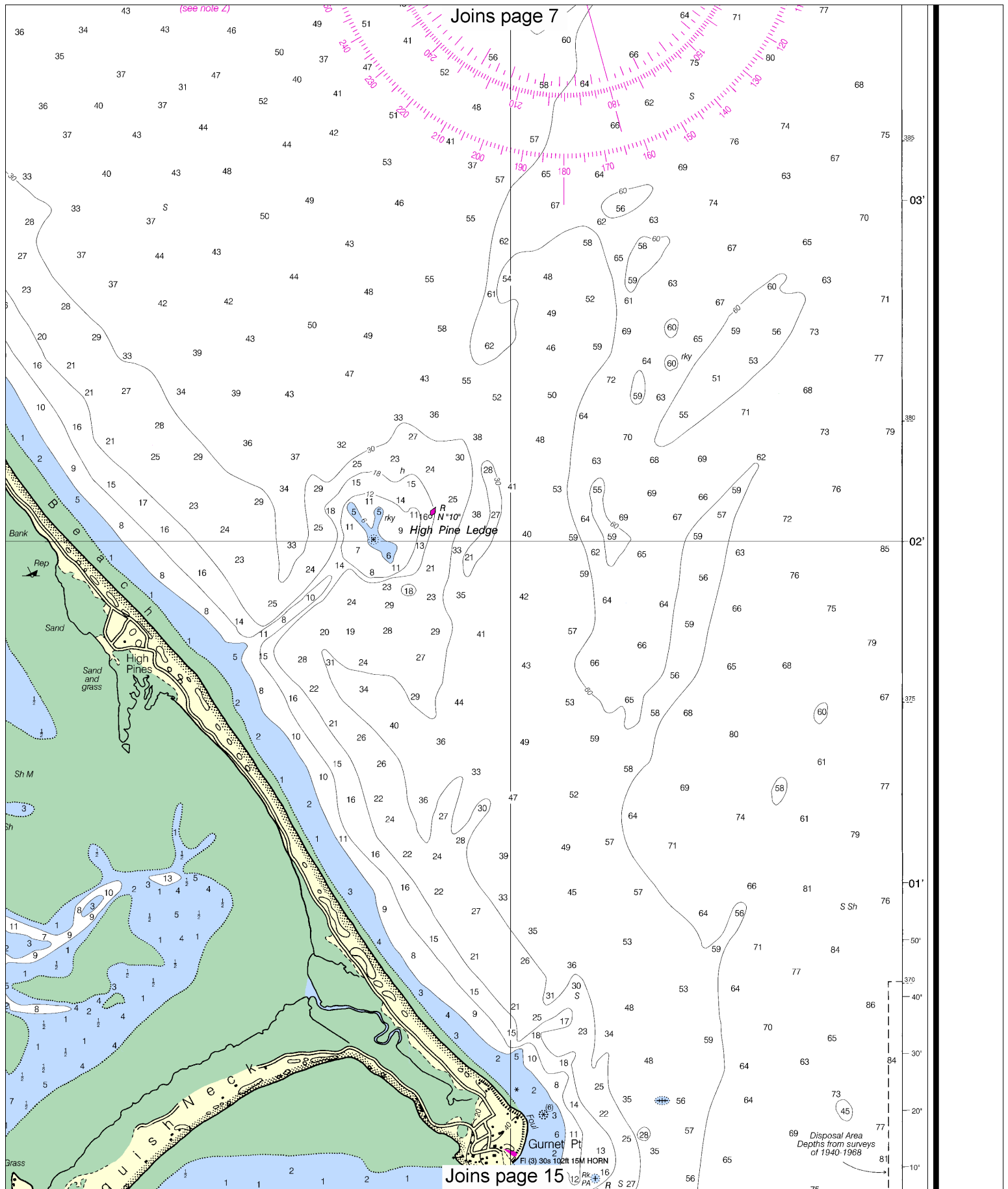
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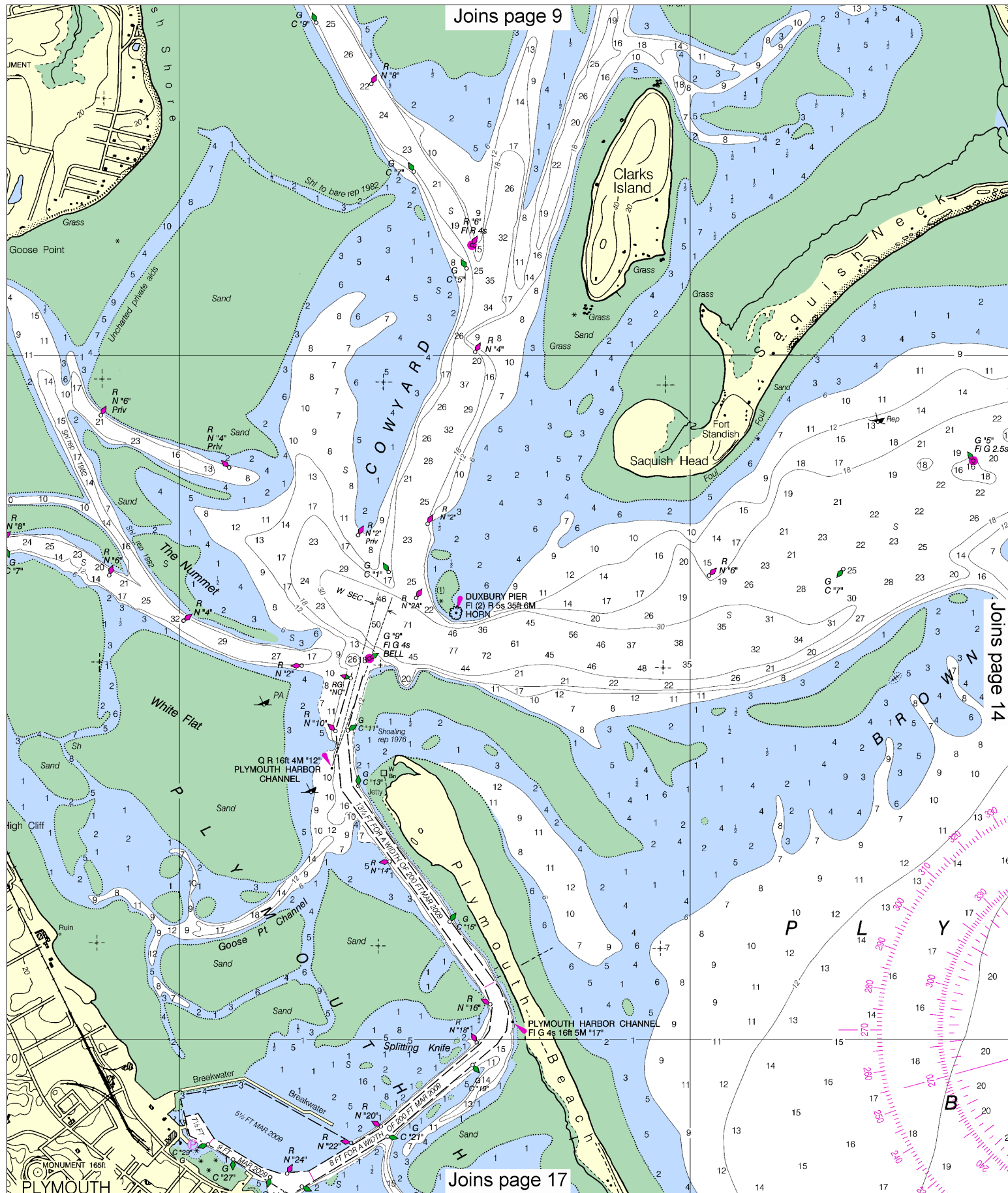
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Nautical Miles

See Note on page 5.



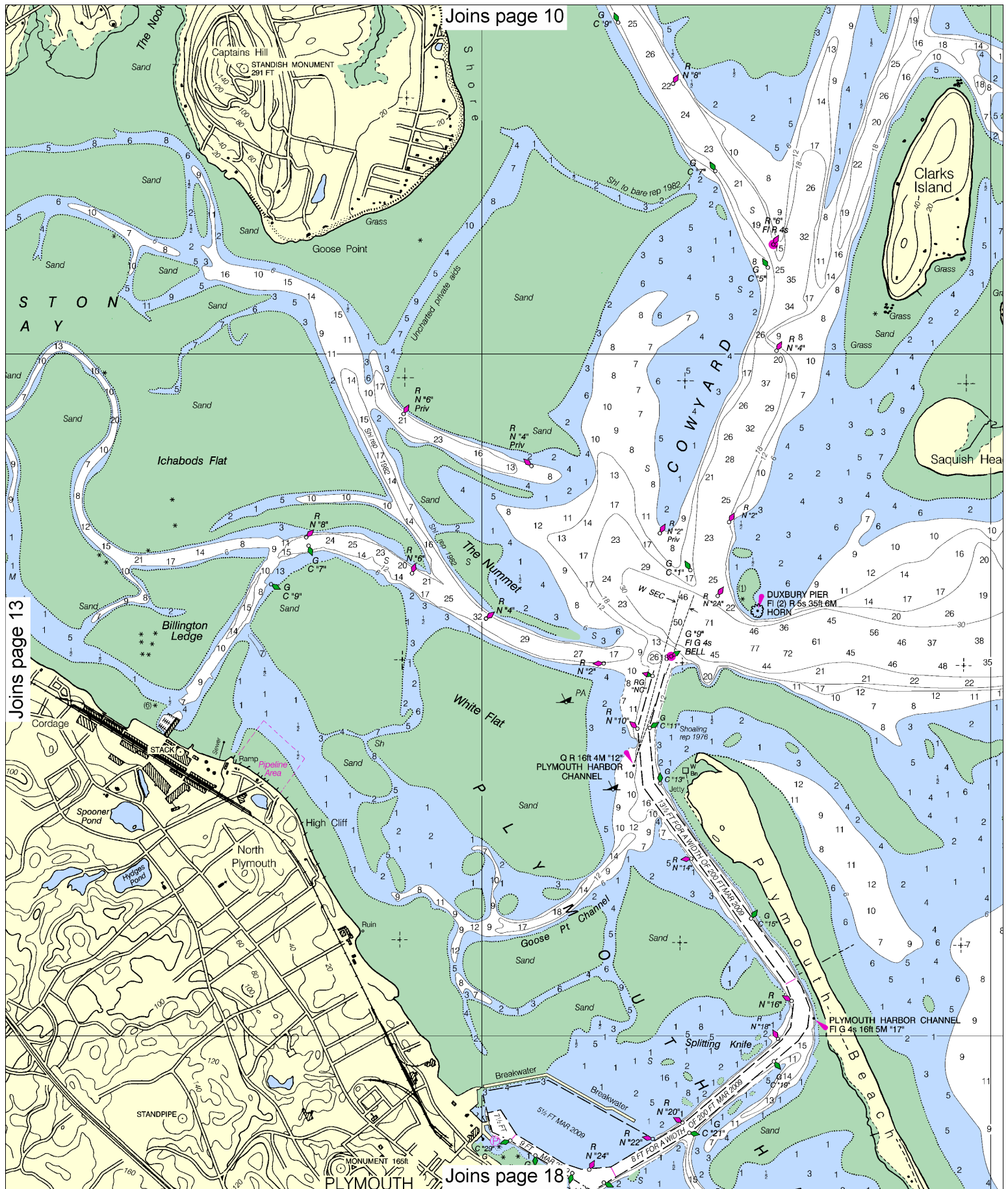


Joins page 9



Joins page 14

Joins page 17



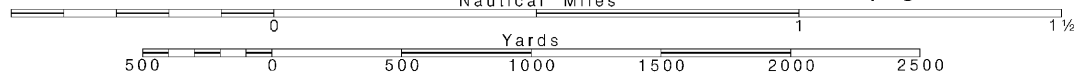
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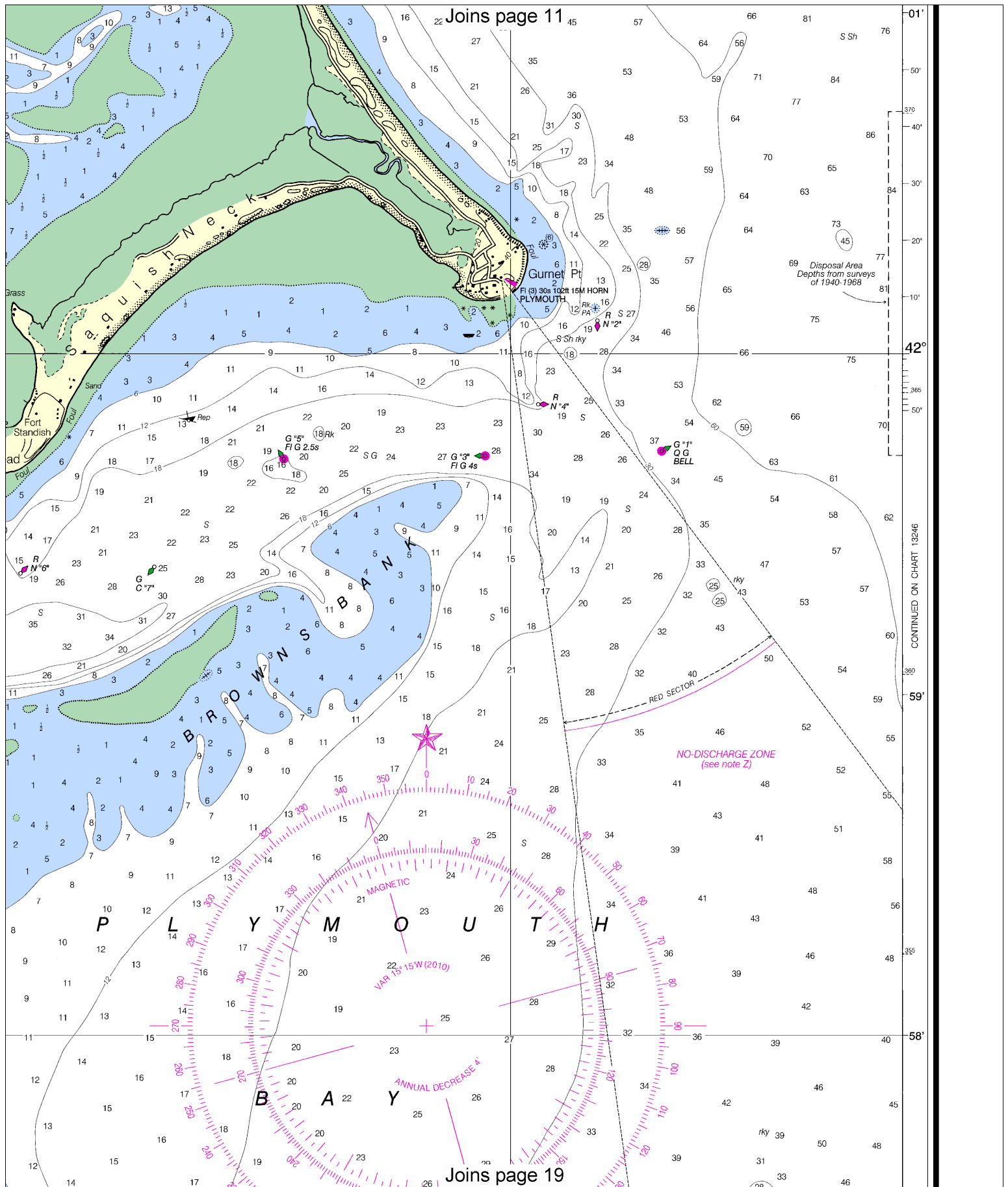
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SCALE 1:20,000
Nautical Miles

See Note on page 5.





limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

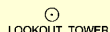
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Hyannis, MA	KEC-73	162.550 MHz



CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 12

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

HARBORS OF PLYMOUTH, KINGSTON, AND DUXBURY

Mercator Projection
Scale 1:20,000 at Lat. 42°01'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Ⓟ Pump-out facilities

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.135 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS.

SCALE 1:20,000
Nautical Miles

Yards

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

To find SPEED, place
right point on 60 and let

20th Ed., Jul./10 ■ Corrected through NM Jul. 3/10
Corrected through LNM Jun. 22/10

13253

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

16

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

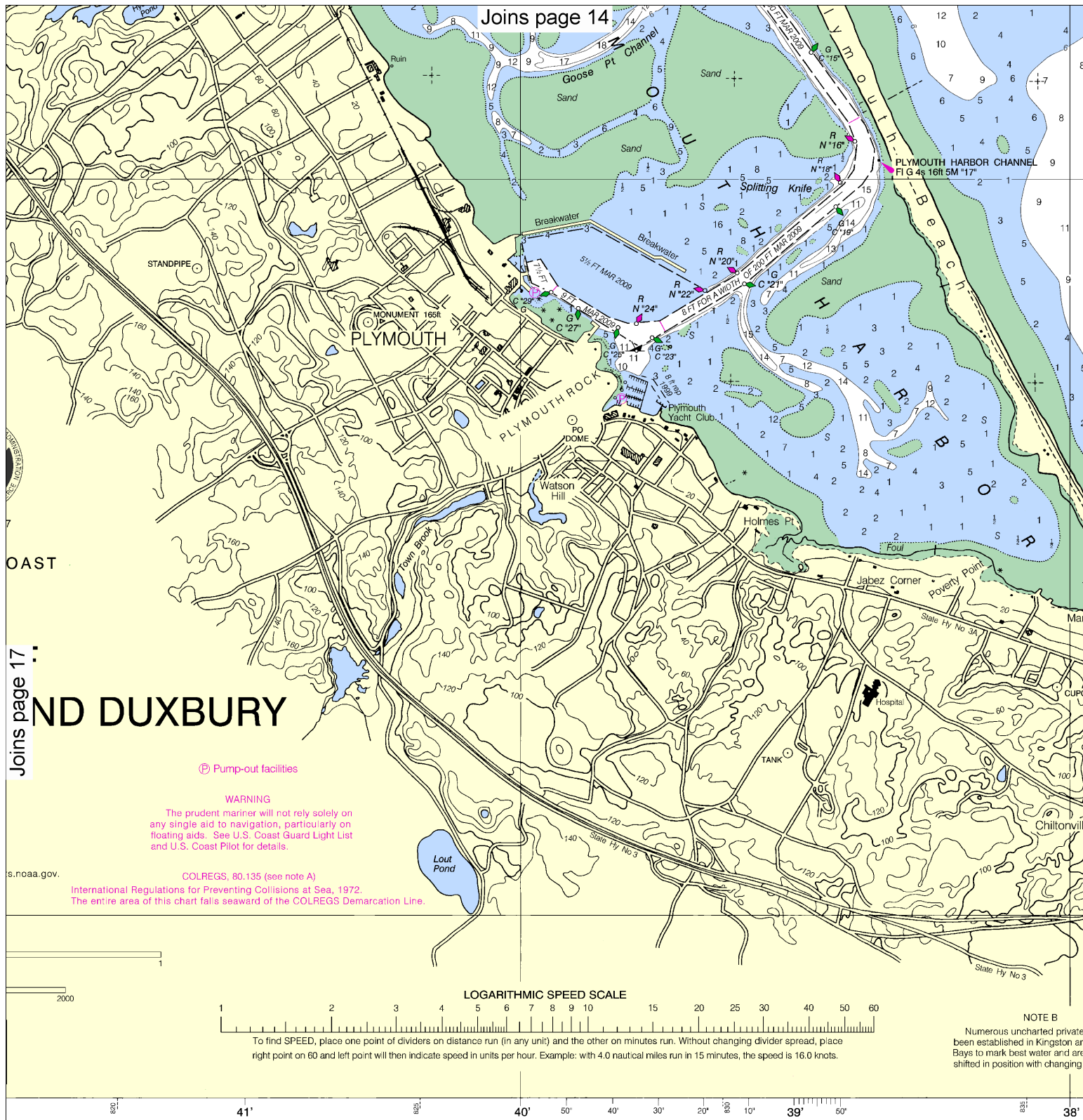
Yards



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



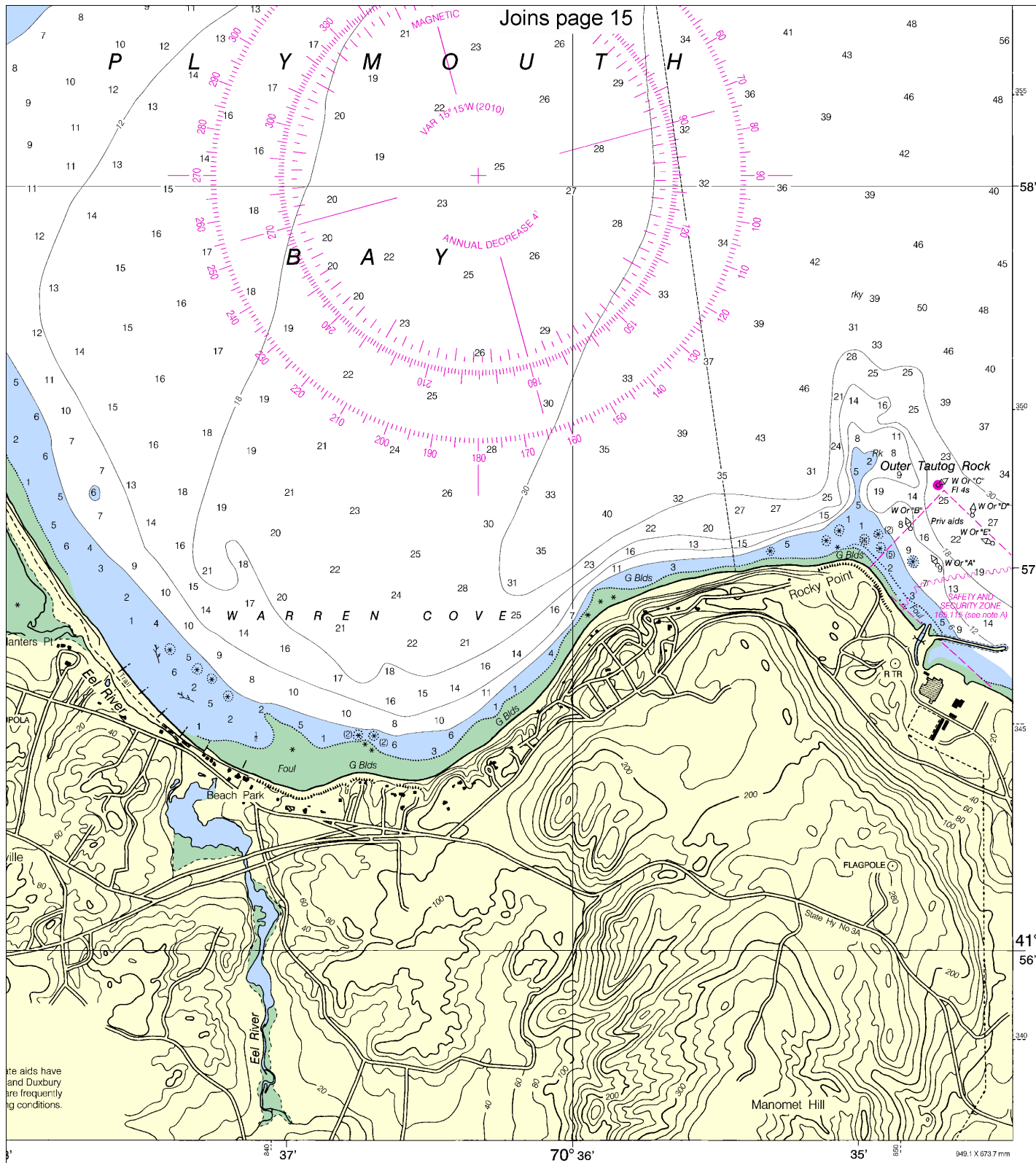
SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NOTE B
Numerous uncharted private
been established in Kingston ar
Bays to mark best water and are
shifted in position with changing

NOAA and its partner, OceanGr
and critical corrections. Charts ar
Editions are available 2-8 weeks be
about Print-on-Demand charts or
OceanGrafix at 1-877-56CHART or

Note: Chart grid lines are aligned with true north.



PRINT-ON-DEMAND CHARTS
Grafix, offer this chart updated weekly by NOAA for Notices to Mariners are printed when ordered using Print-on-Demand technology. New before their release as traditional NOAA charts. Ask your chart agent or contact NOAA at <http://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or <http://www.oceangrafix.com>.

Plymouth, Kingston, and Duxbury Harbors

SOUNDINGS IN FEET - SCALE 1:20,000

13253

ED. NO. 20

NSN 7642014010456

NSA REFERENCE NO. 13XHA13253



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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